

---

# MEMORANDUM

---

**TO:** Multi-Modal Transportation Task Force

**FROM:** Kent Morgan, City-County Planning

**SUBJECT:** Alan Wickman's Email (10/13/03)

**DATE:** October 30, 2003

**COPIES:** Larry Worth, StarTran  
Randy Hoskins, Public Works & Utilities

---

At the October 28, 2003, Multi-Modal Transportation Task Force meeting, Mr. Alan Wickman requested that the Task Force members be provided with the text of his email that was the basis for memorandums from Larry Worth (StarTran) and Randy Hoskins (Public Works & Utilities) concerning the issues raised by Mr. Wickman. The text of Mr. Wickman's email is presented below:

As Kent Morgan will confirm, I am not a member of the Multi-Modal Task Force (MMTF), but I have been a regular attendee at the meetings and have provided input for the group. The procedure for the meeting allows for input from persons other than Task Force members (i.e., folks like me) at the start of the meeting, but outsiders are not otherwise allowed to participate in discussions or ask questions when presentations are being made. I provide this information to you to explain why I am asking questions of you via e-mail, and why I didn't ask you at the meeting. The reason is that I couldn't ask you at the meeting. (Please don't take this as a complaint from me about the conduct of the meetings. I understand that it could be counterproductive for the Task Force to allow non-members to take up too much of the meeting time. Some outside participants could be disruptive, while others may simply want to monopolize a disproportionate amount of time on their particular area of interest.)

While I am interested in the Task Force's overall goals, my particular area of interest is bicycling. I am vice-president of the Great Plains Bicycling Club and handle its website. I also regularly attend Pedestrian-Bicycle

Advisory Committee meetings; I read on the subject, and I have attended a national Pro Bike / Pro Walk conference with numerous workshops related to various pro-bike and pro-pedestrian initiatives. That doesn't make me an expert, but it means that I have had some exposure to experts.

With this background, I have two questions, one for Larry Worth and one for Randy Hoskins. While you don't necessarily have any obligation to respond to a non-member of the Task Force, I hope that you will find the questions to be of sufficient relevance that Kent will feel that your answers are worth sharing with the entire Task Force.

1. For Larry Worth -- Elaine Hammer asked you about bicycle racks on busses. You responded briefly that you had tried them before and that people didn't use them and that they were a liability concern. I hope that you will cover this subject more thoroughly. Bicycle racks on busses are one of those things that bicycling advocates love. I like them, too, but I can certainly see that there could be two sides to the story. My request is simply that the story be told so that the MMTF has a fuller understanding of it. There are communities that utilize these and there are bike-toting passengers that take advantage of the service. So that begs the question(s) of what are the characteristics of the communities or routes where there is sufficient utilization to justify the outlay, and what are the characteristics of the communities or routes where there isn't sufficient utilization? I can imagine that the nature of our routes and the demographics of the ridership may work against spending much to serve bicyclists on all routes. I am hoping that this is the sort of a subject where there have been some studies done of what works and what doesn't, and these studies can then be applied to Lincoln. It may be that there are a few routes where this would make sense, but I simply felt that this subject was brushed off too quickly during the presentation made on bussing at the last MMTF meeting. In particular, I wonder whether this is something that may make sense for some routes as Lincoln expands and changes. What changes to your routes or ridership would result in bike racks making sense, given the experience of those other communities where they have proven popular?

2. For Randy Hoskins -- A gentleman on the MMTF (don't recall his name) asked you why streets in Lincoln don't all have stop signs like Omaha. Your answer was convincing to me in general, but I don't feel that it addressed the situation with signed bicycle routes in particular. Most intersections

on bike routes shouldn't require different stop or yield sign configurations than normal streets, but there are times when an intersection is at the bottom of a hill. This means little for a motorist, but more for a bicyclist. A bicyclist would like to be able to keep speed (probably less than 25mph) up through the intersection so that the uphill stretch ahead won't be so difficult. By having no signs at the bottom of hills, the streets certainly aren't as friendly to bicyclists as they could be. Has the city ever considered this for selected intersections where bicyclists would like to keep their speed up? There are other situations with signed bike routes that are suboptimal. Is it the practice of the city to merely put signs on streets that appear bicycle-friendly, or will the city also make changes to parking, signals, traffic signs, etc, to make these streets more useful for bicyclists?

Thank you --

Alan Wickman

*I:\Multi-modal trans\Task Force\Wickman\_Email\_Text\_Oct\_2003.wpd*